




FROM	NAME & TITLE	ERIC W. TISO, SITE PLAN REVIEW COMMITTEE CHAIR	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	LAND USE AND URBAN DESIGN DIVISION DEPARTMENT OF PLANNING 417 EAST FAYETTE STREET, 8 TH FLOOR		
	SUBJECT	SITE PLAN REVIEW COMMITTEE MINUTES FOR AUGUST 19, 2009		

TO Captain John Carr, Fire Department
Mr. Ken Sands, Parking Authority
Mr. Kirkland Gabriel, DOT TEC
Mr. Kevin Sullivan, DOT Planning
Mr. John Thumbi, DOT Traffic
Dr. Nollie P. Wood Jr., Mayor's Office
Ms. Miriam Agrama, DHCD Plans Examining
Mr. James Wescott, Finance
Mr. Geoff Veale, Zoning Administrator
Mr. David Tanner, BMZA

DATE: Aug 25, 2009

In attendance were:

- Eric Tiso, Gary Letteron, Bob Quilter, Ervin McDaniel, Will Doane, and Alex Hoffman for the Department of Planning;
- Capt John Carr for the Fire Department;
- John Igwe and Milan Rai for HCD Plans Examining;
- Kirkland Gabriel and John Thumbi for the Department of Transportation;
- Ken Sands for the Parking Authority;
- Dr. Nollie Wood, Jr. for the Mayor's Commission on Disabilities; and
- James Carroll and Vivaldi Nguyen for the Department of Public Works.

Agenda

1. 2100 Van Deman Street – Outdoor Storage (Industrial Site)
2. 1000 Wills Street – Harbor Point Air Rights
3. 22 South Greene Street – University of Maryland Medical Center – Shock Trauma Emergency Medical Expansion

Plans Update

1. 3509 East North Avenue – Revised Concept, 6,200 sf addition. – Approved

2100 Van Deman Street – Outdoor Storage (Industrial Site)

Zoning: M-3

Plans Date: 14 Aug 2009

Block/Lot: 6922/005

Urban Renewal: Holabird Business Park.

Environmental: Chesapeake Bay Critical Area; Colgate Creek Habitat Protection Area;
Forest Conservation.

Historic: None

Total Site Area: ±13.696 Acres

Gross Square Footage: N/A

In addition to Committee Members and Planning staff, in attendance was:

- C. James Silfee, III, 2100 Holdings, LLC;
- Caroline Hecker, RMG;
- Bob Rosenfelt, Colbert Matz Rosenfelt;
- Dawn Clamp, Colbert Matz Rosenfelt; and
- Joan Floura, Floura Teeter.

Project Summary:

This is an industrial site, and was formerly used by Red Star Yeast as a plant. Many of the industrial buildings on site have been demolished, with gravel surfaces remaining. Some additional remaining buildings and structures will be removed. The central building that is still in use is a warehouse with office space. Four outdoor storage areas are proposed, and will be leased out to either existing tenants of the site, or external users. A portion of this site is now in use by a scaffold company for outdoor storage of scaffolding and related materials.

Comments & Issues:

- Environmental/Landscaping:
 - This site is within the Chesapeake Bay Critical Area, and is within the Colgate Creek Habitat Protection Area. A 100' buffer is required to protect Colgate Creek. Stormwater management swales are not permitted in this buffer, and so the swales and grass channels will have to be relocated (three total).
 - Three of the four proposed storage areas are to be paved. The sites total ±115,626 sqft in area (±28,274 sqft, ±30,230 sqft and ±57,122 sqft respectively). An existing ±9,200 sqft area of the site is already used for short-term trailer parking, and is already paved. Forest Conservation Program requirements will apply.
- Parking: A total of 97 parking spaces are required, and are shown to be provided. Four of these parking spaces are handicapped accessible. All parking spaces are shown as 10' in width, and most are 18' in depth. At the narrowest, drive aisles are shown as 22' wide. While this is acceptable, the generally preferred stall dimensions are 9' by 20' with 20' aisles. Unless there is an operational reason for the extra-wide parking spaces, changing dimensions to 9' by 20' would allow for either the more parking spaces in the same area or for the reduction of paved surface with an increase in landscaped area.

- Zoning Analysis:
 - Storage areas, generally, are a permitted use in the M-3 District (§7-406.82).
 - Storage of materials constitutes significant development, as per §8-301.f.
Development of this site will comply with the requirements of Title 8 of the Zoning Code, and other applicable requirements of the Critical Area Management Plan (CAMP).
- Plan Adjustments:
 - In the general notes section, correct the general note listing Forest Conservation Program requirements do not apply.
 - Remove the swale and grass channels from the 100' buffer around Colgate Creek.
 - Indicate where trailer parking displaced from the ±9,200 sqft storage area will be relocated.

Next Steps

- Schedule a Critical Area review meeting. Note that results from this meeting may change the proposed plans.
- Following the Critical Area review meeting, submit two complete sets of revised plans for final approval and stamp.

NOTE

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

1000 Wills Street – Harbor Point Air Rights

Zoning: B-2-2 (PUD)

Plans Date: 14 Aug 2009

Block/Lot: 1815/001

Urban Renewal: Fells Point Waterfront

Environmental: Chesapeake Bay Critical Area; Harbor Flood Zone

Historic: None

Total Site Area: ±656,896 sqft (±15.0803 acres)

Gross Square Footage: N/A

In addition to Committee Members and Planning staff, in attendance was:

- Pete Mellits, Bowman Consulting;
- Jon Kraft, Bowman Consulting;
- Sarah Husain, Downtown Partnership of Baltimore; and
- Marianne Navarro, Baltimore Development Corporation.

Project Summary:

This project is a vertical subdivision proposal for the site formerly owned by Allied Chemical (now Honeywell). No specific development project is included as part of this review.

Comments & Issues:

- Project:
 - The site has been capped with a membrane, covered with two feet of soil, and has been declared a superfund site. The vertical subdivision will be divided at the existing grade level, with the below-grade portion being retained by Honeywell.
 - This vertical subdivision allows for the potential of redevelopment on the portion now above grade. A grid system has been overlaid on the plan to help establish the boundary surface.
 - Only foundation footers and piles will be permitted to penetrate the cap. Future utilities will be installed above the cap, and will be covered with clean soil to prevent hazard to workers and City DPW personnel.
 - Future roads may be built on the site, and will be partly dictated by the depth of clean soil that will be needed to cover utilities and make the site grading work.
 - Cross-access easements are provided as part of the subdivision agreement, so that required maintenance and monitoring can take place, as well as the placement of any future required footers or piling.
 - Any future penetration of the cap will require EPA review.

Next Steps

- Planning Commission review for the subdivision is scheduled for September 3, 2009.
- Submit two complete sets of plans for final approval and stamp.

NOTE

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22 South Greene Street – University of Maryland Medical Center – Shock Trauma Emergency Medical Expansion

Zoning: B-5-1

Plans Date: 14 Aug 2009

Block/Lot: 0630/025

Urban Renewal: Market Center URP

Environmental: None

Historic: None

Total Site Area: ±6.773 acres

Gross Square Footage: ±2,162,408 sqft

In addition to Committee Members and Planning staff, in attendance was:

- Mark Wasserman, UMMS;
- Leonard Taylor, UMMC;
- Rick Dunning, UMMS;
- Darryl Mealy, UMMS;
- Art Hilsenrad, Consultant (UMMS);
- Armand Bhandari, Consultant (UMMS);
- Jon Laria, Ballard Spahr;
- Brandon Nevers, Kittelson & Assoc.;
- Kay Morin, Site Resources, Inc.;
- Michael Fisher, Site Resources, Inc.;
- Steven Wittry, Ballinger;
- Paul Dombrowski, BDC;
- Nan Rohr, Downtown Partnership;

Project Summary:

The University of Maryland Medical System would like to expand the Trauma, Critical Care and Emergency Medicine Services through a seven-story building addition, with basement, on a 10,000 sqft portion of the premises on the northeast corner of West Lombard and Penn Streets. The new addition will connect the Weinberg Building and the Shock Trauma Center. This \$150 Million expansion project is required both to meet current and forecasted demand for services provided by the hospital, as well as to modernize in order to provide the best in medical care. The addition will need to be operational by April 2010.

Comments & Issues:

- Project:
 - The University of Maryland Medical System is in Phase IV of their expansion. A certificate of need has been submitted to the State, and is in process.
 - UMMS representatives have spoken with the Ridgley's Delight community group, and concerns to date are principally concerned with helicopter flight paths.
 - As the hospital grows, a primary concern is that for customers arriving on-site, navigating to the proper portion of the hospital needs to be immediately apparent and clear.
 - The seven-story building will include enclosed rooftop mechanical equipment, with a helipad above. This will be a back-up helipad, and must match in elevation to the existing helipad on the adjacent primary Shock Trauma roof for flight-path purposes. Safety netting will be extended from the existing 15' out to 24' out from the building to match the proposed addition's air rights.

- The addition will be cantilevered over the sidewalk along West Lombard Street, and will have 22' of clear height above grade level.
- New building entrances on West Lombard and Penn Streets will be required, as the existing entrances will be displaced by the new addition.
- Environmental/Landscaping:
 - A significant number of street trees will be removed for the proposed drop-off areas on West Lombard Street. These will have to be replaced 1:1 by caliper inch. Work with Gary Letteron to determine an off-site planting plan.
 - Environmentally-sensitive design elements are being considered for the addition, and may include such features as catching runoff for reuse, perhaps in cooling. The project team is striving for LEED Silver, but may exceed that level.
- Parking/Traffic:
 - Three large curbside drop-off areas are proposed on the north side of West Lombard Street, and will displace the existing parking lane. One drop-off area will be for visitors, a second is for staff and patient drop-off, and a third smaller area is for UMMS shuttle service. The sidewalks will be protected by a row of bollards. An additional 4' of width will be provided as a "safety area" between the parking vehicles and the running lane. This is to protect people exiting vehicles on the street side, especially if they have to be assisted into the hospital by staff.
 - A bike lane is shown as being crossed over to the south side of West Lombard Street. While the committee understood that the project staff wanted to keep bicyclists away from opening car doors in the new drop-off areas, this is not acceptable. With the heavy traffic on West Lombard, the committee members thought that if anything, the bike lane should not be marked at all, so that there is no perceived protection to bicyclists using this block. Following the meeting, Mr. Thumbi spoke with Transportation Planning staff, and was advised that the following cross section of West Lombard Street will be required:

Parking Lane	Left Lane	Right Lane	Bike Lane
8'	10'	12'	4'

- On-street parking on the west side of Penn Street is proposed to be removed.
- Ambulance entrances from Penn Street are designed to accommodate the various types of ambulances servicing this building. After making a drop-off, ambulances and police vehicles have staging angled parking spaces on West Redwood Street for short-term use.
- A traffic manager and security personnel will be located in the open area at the intersection of West Redwood and Arch Streets, to help manage traffic into and out of the ambulance holding area, the service docks, and for wrong-way traveling service vehicles exiting southbound on Arch Street.
- A special paving treatment is proposed for the West Lombard and Penn Streets intersection. Contact Kirkland Gabriel (410-396-6957) for approved cross-sections and materials.
- A Traffic Impact Study (TIS) is in draft form, and will be completed shortly.

- Plan Adjustments:
 - Orient handicapped ramps on sidewalks to the opposite side of the street, versus into the center of the intersection. Correct ramps at West Lombard and Penn Street intersection.
 - Show adjusted lane widths and relocated bike lane in right traffic lane.

Next Steps

- Continue with UDARP reviews;
- Work with Gary Letteron on a tree replacement schedule;
- Proceed with required legislation for air rights;
- Complete the TIS; and
- Submit two complete sets of revised plans for final approval and stamp.

NOTE

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